



Hongkong Daily Press.

ESTABLISHED 1857

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[130-4]

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[1351]

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TIME TABLE.

WHEN DAYS.
8.00 a.m. ... Every 15 minutes.
8.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.10 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9.00 p.m. 9.45 to 11.30 p.m.
every 15 minutes.
SUNDAYS.
8.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.10 p.m. ... Every 10 minutes.
NIGHT CARS on Week Days.
SATURDAY.
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(No. 1) ... 510 ft. 77 ft. 26 ft.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks.

No. 1. 7,000 Tons. 12,000 Tons.

Lifting Power. 460 Feet. 580 Feet.

" Breadth 56 ft. 66 "

" Draft 22 ft. 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

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ANYORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[1761]

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[1085]

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3 Dry Docks (No. 2) ... 350 ft. 53 ft. 24 ft.
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[1761]

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CANTON KOWLOON R.Y. TIME TABLE.

On and after 3rd October, 1911, until further notice.

DOWN TRAINS UP TRAINS

STATIONS.	No. 1 Twp. Exp.	No. 2 Twp. Exp.	No. 3 Joint Sectl. Exp.	No. 4 Joint Sectl. Exp.	No. 5 Joint Sectl. Exp.	No. 6 Joint Sectl. Exp.	No. 7 Joint Sectl. Exp.	No. 8 Joint Sectl. Exp.	No. 9 Joint Sectl. Exp.	No. 10 Joint Sectl. Exp.
Kowloon, dep.	7.00	13.30		14.25	8.00	11.10		7.00	14.45	7.00
Shik Pai, arr.	8.02	14.32	7.20	12.28	14.27	8.02	11.18	7.04	14.48	7.04
Chi Pi, arr.	8.12	14.42	7.22	12.38	14.28	8.03	11.21	7.05	14.50	7.05
Wu Chung, arr.	8.16	14.51	7.26	12.42	14.30	8.04	11.25	7.06	14.52	7.06
Nan Kong, arr.	8.29	15.00	7.44	12.48	14.33	8.05	11.30	7.08	14.55	7.08
Sun Tong, arr.	8.33	16.10	7.48	12.52	14.37	8.06	12.00	7.10	14.58	7.10
Tong Mei, arr.	8.44	16.12	8.03	12.58	14.39	8.07	12.20	8.11	14.60	8

INTIMATION

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CHATEAU HAUT BRION LARRIVET	21.40	22.40		
CHATEAU MOUTON D'ARMAILHAQ	25.40	26.40		
CHATEAU PONTE T CANET	28.00	—		
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[25]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, OCTOBER 21ST, 1911.

Few foreigners probably realise to what an enormous extent the Imperial Postal Service of China has developed in the past five years. We have just received from the Ministry of Posts and Communications the Report on the working of the Imperial Post Office in China, in 1910. It is a record of wonderful progress. With its quiet methods and steady progress, Mr. PIRY, the Postmaster-General writes, the Imperial Post Office is gaining more and more universal confidence and support, and may soon be expected to become, like similar institutions in other countries, the sole authorised channel for the transmission of both official and private correspondence. Its establishments, which at the present date number 5,300, include, Mr. PIRY says, all places which, from their geographical or commercial importance, offered, from the first, fair prospects of a return for postal enterprise. The Postmaster-General draws particular attention to the considerable increase in the record of the number of newspapers and printed matter carried between ports and in the interior. The figures which showed only 10 million in 1905, have risen successively to 17, 39, 70 and 84 million, the latter being the total for 1910. This, coupled with the 50 or 60 million annual increase in the number of letters, Mr. PIRY adds, "denotes striking movement in the intellectual and educational development of this wonderful country: to a great extent, in fact, it accounts for the

success of its transmitting agent, the Post Office." These figures will doubtless continue to grow for many years in the same ratio, for Journalism is as yet in its infancy in China, and with the progress of popular education in China and the improved facilities of travel which railways afford, every year is likely to see a very large increase in the number of letters and newspapers sent through the post. Everything possible is being done by the Post Office, Mr. PIRY says, to help the spreading of literature among the masses in all parts of the Empire, and rates on newspapers, notwithstanding the heavy cost of transport, have been kept low, and are lighter than in any country in the world. The Report makes no reference to the financial position of the Post Office but we believe, that down to date, the Post Office has not been self-supporting. In order to oust the old postal shop agencies the Imperial Post Office had to conduct operations with unremunerative rates. In the first four years of its existence the Imperial Post Office did, indeed, maintain a 4-cent rate for domestic letters, but it was found too high to break up competition on the part of the long-established native agencies, whose rates were considerably cheaper: it was therefore tentatively reduced to one cent. It was raised to two cents in 1902. Mr. PIRY says these very low rates were inadequate to meet all expenses but they have proved the means of disestablishing the private shop agencies and have planted the new institution in the land for ever. Last autumn the inland letter rate was raised to 3 cents, the unit of weight at the same time being raised from 15 to 20 grammes for all letters, domestic and international, a change which, while it had the advantage of smoothing the way for the increased rate, brings the Chinese Administration one step nearer the Union practice. There was some hesitation about introducing this change lest the private agencies should go on the warpath again. Their activity, the Report adds, was indeed momentarily revived in two or three districts, but their efforts proved futile before the strong position now attained by the official institution and from the results obtained under the new tariff during the last few months all apprehension can now be dismissed: the 3-cent rate has come to stay." The total number of articles (that is to say letters and newspapers) carried by the Post Office last year is given as 35,000,000, exclusive of parcels which numbered 3,766,000. When we reflect that these statistics give an average of less than one article a year per head of the population, some idea may be formed of the enormous possibilities of development that the future holds for the institution. In the fifteen years which have passed since the issue of the Imperial Decree entrusting the organisation and management of the Imperial Post to Sir ROBERT HART the foundations have been well and truly laid of what is destined to become the largest postal organisation in the whole world.

The German mail of the 21st September was delivered in London on the 19th October.

It is announced that the C. P. R. steamers will in future sail on scheduled date at 7 a.m. instead of 6 p.m.

Yesterday's telegram from the Manila Observatory read:—Cyclone or typhoon W. of the southern Ladrones or Mariana Islands moving W. or N.W.

A Manila paper on Tuesday published among its news of the outbreak in the North a Shanghai telegram which stated that "Faintest is in flames." There was no truth in this report.

Towards a fund for repairing and renovating the Mahomedan Mosque in Kowloon, Mr. Din-hawee Paowalla, of the Kowloon Hotel, a Parsee, has given a donation of \$50.

At the Magistracy yesterday Mr. Wood fined a Chinese contractor \$50 for commanding building operations, namely, the construction of part of a cross wall at 54, Yee Wo Street, without the sanction of the Building Authority.

It is notified that until further notice telegrams for Chinese stations can only be accepted at sender's risk, and, unless written in plain English or Chinese, they are liable to be stopped by the Imperial Chinese Telegraphs.

At the Marine Magistrate's Court yesterday Commander Beckwith, R.N., fined a Chinese boatwoman \$1 for using her fishing boat other than for fishing purposes. The defendant was dredging for coal, and when Constable Reynolds boarded her craft he found a sack of coal on board. The nets and coal were confiscated.

The Japanese Consul and Mrs. Funata were "At Home" yesterday afternoon to the journalists of Hongkong, British and Chinese, and to leading members of the Japanese community to meet a party of Japanese journalists. These gentlemen, who are attached to leading Tokyo newspapers, had formed part of a very much larger party who went to Formosa on a tour of inspection and inquiry. Only about six came on to Hongkong, and they will take the opportunity of paying a visit to Canton.

Monsieur Sarrant, the new Governor-General of French Indo-China in succession to Monsieur Elobukwali, is a passenger by the outward M. M. steamer *Tourane*, which is due to reach Saigon about November 3rd.

The Bishop's engagements are:—This (Saturday) evening: Address the Chinese Christian Endeavour Society at 7.30 p.m. To-morrow (Sunday): 11 a.m. preach at St. Stephen's Chinese Church; 6.30 p.m. preach at St. Peter's Seamen's Church.

The St. Petersburg correspondent of a London paper last month wired:—I learn that the Dalai Lama of Tibet is now at Itho, a town in the neighbourhood of Vladivostok. From there I understand he is addressing frequent messages to friends in Tibet, endeavouring to stir up an agitation in the country, which if successful would overthrow the Viceroy from Peking and ensure his return to the throne."

SUPREME COURT.

Friday, October 20th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING PUISNE JUDGE).

NO MONEY TO LIVE ON.

Massa Singh brought action against Tok Chand to recover 2 ducats for money lost. Mr. J. H. Gardiner represented the plaintiff. Defendant informed the Court that there was some money coming to him, but it was all going into the hands of Mr. Gardiner. He asked to be allowed to pay in instalments of \$2 a month. His Lordship (to Mr. Gardiner)—Apparently you know more about his circumstances than I do. What can he pay?

Mr. Gardiner—I think \$3.

His Lordship made an order for instalments of \$2 a month, and \$10 costs.

Defendant—I have got no money to live on. His Lordship—You will have to get it somehow. The first payment will be made on November 1st.

APPEAL RANGE WITHOUT PREJUDICE.

Wing Fat and Co. v. The Directory of China office was a case in which the plaintiffs claimed the sum of \$220,44.

Mr. Wilson appeared for the plaintiffs, and Mr. Hind represented the defendants.

Mr. Wilson said the defendants had paid \$40 on account, and he did not think there was any defence. He was instructed to apply for judgment.

Mr. Hind—I understand there is a defence. I have just had the papers handed me this morning.

Mr. Wilson—It is a very old case. The first hearing was on July 21st.

Mr. Hind—A defence does not go bad in three months if there is one.

His Lordship—it is put down here as a fresh case. I will fix the hearing for Friday.

Mr. Hind said his appearance was without prejudice to an application to set aside the action.

HONGKONG VOLUNTEER CORPS.

In this week's Corps Orders the following promotions are announced:

Sous Company:—

To Sergeants with effect from the 12th October: Corp. Jeass, Corp. Pollock, Pte. Temperley, Pte. W. Hall and Pte. Sutherland.

To Corporals with effect from the 12th October: Privates G. N. Orme, H. W. Moon, S. Bellenger and H. F. Hickman.

No. 2 company H.K.V.A.:—

Gunner R. J. Judah of No. 2 Company H.K.V.A. is promoted to the rank of Bombardier with effect from the 16th October.

BRITISH ADMIRALTY WIRELESS.

THE LATEST DEVELOPMENTS.

The recent experiments that have been carried out in Newfoundland by Mr. Marconi with a view to perfecting wireless communications upon the Canadian shoreline, is understood to be part of a huge scheme now under consideration by the Imperial Government intended to unite the various parts of the empire in a wireless telegraphic system having direct communication with the Admiralty in London. Not only are efforts being made to improve wireless facilities in Canada in the Mediterranean ports, India, and Australia, but, says *The Times*, steps are also being taken to link more effectively all other parts of the empire with one another.

This action upon the part of the Government is a practical sequel to the Imperial Conference of last May, when the efforts of the Colonial Premiers were strongly directed towards improving communications between the Overseas Dominions and the Home and. It was accordingly decided that a first chain of Imperial high-power wireless stations should be erected one station in England, one at Gibraltar or Malta, and one each at Cyprus, Aden, Bombay, Singapore, and Australia; England and Canada, of course, already in communication through the existing stations, and a continuous commercial service is being conducted between the two countries day and night. It is confidently expected that in a short time the Government's wireless programme will have so far advanced that the Admiralty authorities will be able at any moment to direct the movements of practically every unit of the British fleet.

NEW STAMPS OF FRENCH INDO-CHINA.

A curious reason is advanced for a change which is about to be effected in the design of the postage stamps of the French Asiatic colony of Indo-China. The existing types, which were first issued in 1907, have for their subjects portraits of young native women. It has since transpired, however, that the ladies who posed for these pictures were not of the highest moral character, and an order has accordingly been issued that these stamps are to be replaced. The new series will bear designs illustrative of the colony and will include the Reins of Angkor (Cambodge), the Palace of Hué (nam), the entrance to the Bay of Allou (Tonkin), and a Cochinchina rice-field with a native peasant and oxen. The postage due stamps will be composed exclusively of dragons and native ornaments.—*The Times*.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE REVOLUTION.

YUAN SHIH KAI CONTEOLS FORCES.

LONDON, October 20th.

Reuter's correspondent at Peking wires that an Imperial Edict has been issued which places all the military and naval forces on the Yangtze under the control of Yuan Shi Kai.

The Edict orders that the ringleaders of the rebellion are to be severely dealt with, appeals to misguided rebels to return, and cautions people not to join the revolutionaries.

REVOLUTIONARIES REINFORCED.

Reuter's correspondent at Peking wires that according to the latest despatch from Hankow the revolutionaries were reinforced from Wuchang, and that firing was continuous in the vicinity of the railway station, which was constantly changing hands.

FRANCO-GERMAN NEGOTIATIONS.

LONDON, October 20th.

M. Cambon and Herr von Kiderlen Waechter had a fresh meeting yesterday after which it was announced that despite the statements made in a French paper the result augured well for a favourable outcome of the negotiations, which would apparently be continued in satisfactory conditions.

THE INSURANCE-BILL.

LONDON, October 20th.

A demonstration of Friendly Societies in the Albert Hall recommended the acceptance of the Insurance Bill in view of the fresh assurances given by Mr. Lloyd George at a private conference in the Treasury yesterday.

PORTUGUESE ROYALISTS AND REPUBLICANS.

LONDON, October 20th.

Reuter's correspondent at Madrid wires that Portuguese Monarchs near Montalegre attacked and defeated a Republican force, capturing many men, arms and horses, and triumphantly entered Montalegre.

They marched out again yesterday to meet the Government reinforcements.

AMERICAN AVIATOR KILLED.

LONDON, October 20th.

At Macon, in Georgia, an aviator named Ely fell from his flying machine and was killed.

NEW M.B.K. STEAMERS.

LONDON, October 20th.

The *Tempo-sen-maru*, one of the four new steamers ordered from England by the Mitsui Bussan Kaisha, arrived at Sasebo on the 27th ultimo from England with a cargo of 8,000 tons of iron. Having discharged a part of her cargo she proceeded to Kobe, arriving on the 8th instant. After landing her cargo for Kobe the vessel went on to Calka to discharge the remainder of the iron.

The general accommodation and arrangements for loading and discharging cargo are quite new, says the *Japan Chronicle*, in fact, this is the first vessel of its type to be built in Europe. The *Tempo-sen-maru* was launched on the Thames on May 10th last. She is 383 feet in length, 53 feet in width, and 29 feet in depth, with a gross tonnage of 5,361. She will be put on the service between Hongkong and Singapore.

TRIAL OF U.S. BLUEJACKETS IN JAPAN.

LONDON, October 20th.

The death is announced of Mr. John Conacher, Chairman of the Cambrian Railways, whom the Government consulted on railway projects in South Africa, Uganda, and Nyasaland.

EXTENSION OF THE N.Y.K. SERVICE.

LONDON, October 20th.

THE RUMOURS OF AN INCREASE OF CAPITAL.

The *Nippon* remarks that in view of the prevailing tendency among shipping circles all over the world, the *Nippon Yusen Kaisha* has decided to replace five out of eleven ships on its European line with boats of 10,000 tons. The approval of the Minister of Communications has been obtained, and two of the boats have already been ordered from the Kawasaki Dockyard, Kotsu. The company proposes to build three new steamers for the American line, six for the Calcutta line and one or two for the Australian line. The proposed extension of the company's services has given rise to a report on the stock market that the capital

CANTON.

[FROM OUR OWN CORRESPONDENT.]

October 19th.

THE VICEROY.

Rumours have been afloat for several days past that His Excellency the Viceroy is shortly to be appointed to the Szechuan Viceroyalty. The reason of this is said to be that H. E. has proved himself such a strong man in dealing with the revolutionary section of the community here that he is deemed just the right man to deal with the similar element in the great Western Province. Rumour also has it that H. E.'s successor will be the present Viceroy of the two Kiang Provinces. As far as I can gather, however, these reports are not based on any direct official statement, and are therefore to be taken for what they are worth. The Viceroy has, doubtless, shown himself to be a strong man, and, considering the present discontented state of the two Kwong provinces, it seems a poor proposal to take away such a capable man from the head of affairs, if indeed, such a step is contemplated. The Viceroy, however, seems to have stirred up against himself a considerable number of enemies, especially among a powerful coterie of Cantonese officials in Peking, and the reason of this enmity seems to be H. E.'s attitude toward the Macao Boundary question. If the Viceroy is indeed to be removed it is likely that this coterie has had a hand in the removal. Difficult as is the situation here, that in Szechuan is doubtless more difficult, and of course there is no guarantee that H. E.'s policy in that province would be as successful as that of his hero, and every error of statesmanship would be yet another excuse for his enemies to stir up further strife against him.

A BARBAROUS PUNISHMENT.

Latterly there have been a large number of cases of robbery and brigandage on Honan island, and though but scant sympathy can be felt for the perpetrators of these crimes, yet one cannot but protest against the barbarous punishment meted out against these offenders by the Government when the police happen to be fortunate enough to catch one. The following is an example of how the authorities have lately been dealing with these law-breakers. A man was arrested and charged with having been a member of a band of dacoits and was found guilty. Now it is a principle of Chinese law that no person receives his sentence until he has confessed the crime. As this man was sentenced to be beheaded, it is supposed that he confessed and was presumably guilty. In spite of torture having been officially abolished, those of us who know China are aware that there are various "methods" still remaining to the mandarins to extort confessions, either real or bogus, from the unfortunate culprit. Whether this man's confession was obtained in this way cannot of course be said; but, be that as it may, the prisoner was beheaded publicly in an open thoroughfare and his decapitated body was allowed to lie decomposing on the ground for three whole days, whilst his head, struck on a bamboo pole, was elevated for a similar period. The native who gave me this information and who was an eye-witness of this gruesome spectacle told me that he "wopt with pity" when he saw it. Apart from all questions of decency and humanity, such actions at the present juncture are extremely bad policy, for by the rigour of such punishments persons are led to cry out against the methods and aims of the present régime. Some of the persons who saw this sight had doubtless been abroad and must have mentally contrasted the state of things existing here with that of the countries they had visited, and they and the students present who had read about how the law is administered in enlightened lands must have found a spirit of disgust for existing native methods creeping over them. Surely now, if at any time, the Government should do all it can to keep on the right side of the public and to do nothing to alienate the sympathies of the people. As before said, scant pity can be felt for the robbers and bandits that infest these districts, but, for all that, it is to be remembered that if the government would bestir itself to do something for the education and uplifting of the poor and if the police were to do the work they are paid to do and for which people are heavily taxed, a hundredth part of these criminals would not exist, but as long as Chinese officials hold the principle that Government exists for the benefit of the governors and not for the governed, things are not likely to make any material improvement.

THE BIRTHDAY OF CONFUCIUS.

Yesterday was observed as the anniversary of the birth of Confucius, and all schools, colleges, literary institutions and the like were closed in honour of the day, while the offices of the various vernacular journals were also decorated in honour of the occasion. During the past few years the Confucian Association has been making great efforts to spread abroad among the people the doctrines of this philosopher, and there is no doubt but what great success has attended the efforts of this body, nearly every small town and village possesses a branch of the Association. Efforts are also doubtless being made to elevate the deceased sage to the rank of a deity, an honour, which, in view of his own words, one may be forgiven for doubting if he would have appreciated. The 27th of the 8th moon, is known to the Chinese as *Hung Fushing tsan*, which may be freely rendered as the "holy birthday of Confucius," the word *tsan* being the same as that used to designate the birthdays of the multitudinous gods and goddesses in the Chinese pantheonology. Yesterday morning the officials went early to pay their respects before the tablets of the great teacher in the Confucian Temple. Later on the students of the various schools and colleges did the same. This ceremony might indeed be rendered very impressive if proper arrangements were made. As it is, half of the

space of the room containing the tablets was taken up with a crowd of coolies, while the actual students had almost to fight their way in, and not a tenth part of those who entered caught a glimpse of the tablets. Many of the schools themselves were beautifully decorated and the Ellis Kadore Society's College in Honan was no exception. Considerably more than \$100 had been collected by the students and used in the decoration of the building, and the effect produced was pleasing and tasteful. In this College, the procedure of which is typical of that of all others, the Committee first made obeisance before the portrait of Confucius, after which the members of the staff did the same. Then class by class the scholars came in and bowed, and as all was done in good order and with due reverence the scene was impressive. Later in the day refreshments were served out to visitors, and the rest of the day was taken up by the scholars in perambulating the gaily decorated vestibule and hall. During the day there was a good deal of crackle-firing in the city, but the aim of the Confucian Society to make the day a public holiday with all shops closed—a counterpart in fact of Christmas Day—cannot be said to be meeting with any great success.

THE PROJECTED NEW ROAD ON THE PEAK.

TO CONNECT CHAMBERLAIN ROAD WITH PLANTATION ROAD.

The following report of proceedings of the Public Works Committee, at a meeting held on the 28th September, was laid before the Legislative Council on Thursday:—

Present:—The Hon. the Director of Public Works (W. Chatham, C.M.G.), Chairman; Hon. the Colonial Treasurer (A. M. Thomson); Hon. Mr. Wei Yuk, C.M.G.; Hon. Mr. Ross.

The Chairman explained that it had been decided to construct a road on the line indicated above and a track had been cut to show approximately where it would run. A petition had, however, been received from a number of residents requesting that, instead of following the track which had been cut, the road should be extended to a point on Plantation Road near the western boundary of Kuril Building Lot 27, thus obtaining an easier gradient that that afforded by the latter road above the point where the track referred to joins it.

The Chairman read the petition and explained that, as at present proposed, the road would have a gradient of 1 in 20 for a short distance from Chamberlain Road and would be practically level for the remainder of its length to its junction with Plantation Road. Beyond this point, Plantation Road had an average upward gradient of 1 in 15, whilst an extension of the proposed road, which it was also intended to construct, from the same point, would have a downward gradient of 1 in 16. This extension should open out some possible building sites above the houses on Barker Road. The petitioners' proposal, if adopted, would afford a gradient of about 1 in 40 to the new point of junction with Plantation Road, but the gradient of the road to open out the new building sites would then become about 1 in 62. There were difficulties also in the way of carrying out the petitioners' proposal on account of some large masses of rock which would be traversed by the road and which, owing to the excessive steepness of the hillside, it would be extremely difficult to deal with. The track which had been cut avoided these masses of rock, running just below them. These facts had been communicated to the Hon. Mr. H. E. Pollock, K.C., on behalf of the petitioners. His reply, in which it was pointed out that, apart from the considerable number of people living near Plantation (Gap), regard should be paid to the large number of residents in the Peak Hotel, who might desire to use the road, was read.

After full discussion, it was unanimously agreed to recommend that the road should be constructed on the line of the track which had been cut.

THE TROUBLE ON THE "MINNESOTA."

With reference to the detention of the G.N. steamer *Minnesota* at Yokohama, the *Japan Gazette* reports that Mr. Nagai, of the N.Y.K. Yokohama office, met some representatives of the Chinese strike, when they made the following demand:—

(1) That the family of Huang Ken, who died on board during the last voyage from Seattle, and four others, who were injured, be presented with Y550.

(2) That assurance be given in writing by the Company that no legal action will be brought against the present Chinese strikers on their arrival at Hongkong, the document being countersigned by Captain Garlick, Mr. Nagai, Mr. C. F. McWilliams, and the U.S. and Chinese Consul-General.

(3) That the lives of the Chinese members of the crew be protected by Japanese police during the voyage as far as Hongkong.

(4) That the full wages of the Chinese who landed at Yokohama be paid upon their arrival at Hongkong.

It is said that the second and fourth demands were immediately accepted by the Company. As to the first demand the Nippon Yusen Kaihatsu, the agents for the G.N.S.S. Co., sent a telegram of inquiry to the Company's office at Seattle. With regard to the third demand the N.Y.K. approached Governor Sato, but the application was rejected on the ground that the authority of Japanese officials null outside Japanese territory. In the event of the first demand being accepted by the Company, the Chinese firemen will be escorted by a foreign employee of the N.Y.K., instead of by Japanese policemen, as far as Hongkong.

Later on contemporary learned that Governor Sato accepted the request of Captain Garlick, who asked the Japanese police, through the U.S. Consul-General, to escort the Chinese firemen as far as Hongkong. The Yokohama Harbour Police are ready to detail three officials on board the *Minnesota*. The Nippon Yusen Kaihatsu is reported to have decided to present its own money, to the amount of Y550, to the Chinese firemen towards the expenses of their stay ashore in Yokohama, not in compliance with their demand in connection with the alleged casualties among the Chinese.

HONGKONG LEGISLATIVE COUNCIL.

(Continued from yesterday.)

FOREIGN OFFENDERS (No. 2) AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Foreign Offenders' Detention Amendment Ordinance, 1911."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

According to the objects and reasons attached to the Bill, His Majesty's Secretary of State has approved the principle of the main object of Ordinance No. 23, 1911, but does not sanction the principle underlying the secondary object of that Ordinance, which was to take away from Foreign Offenders, brought in custody into the Colony, the right of showing cause to the Magistrate why they should not be committed to goal there to await the order of the Governor under Ordinance No. 1 of 1872.

RAILWAY AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance for further promoting the Revision of the Law by repealing certain parts of enactments which have ceased to be in force or have become unnecessary."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

LAW REVISION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance for further promoting the Revision of the Law by amending certain errors contained in, as well as the language used, in the Ordinances now in force."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

GENERAL REVISION ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance for promoting the General Revision of the Law by repealing certain enactments which have ceased to be in force or have become unnecessary, by amending certain other enactments which stand in urgent need thereof, and by incorporating certain amending Ordinances in their respective principal Ordinances."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

THE OBJECTS AND REASONS STATE.

The objects and reasons state that Clause 2 of the Bill relieves steam trawlers and other mechanically propelled fishing vessels from some of the requirements of the Principal Ordinance with regard to the certificates of competency of their officers. Clause 3, on the analogy of section 9 of Ordinance No. 10 of 1887, which dealt with vehicles on land, provides a fitting punishment (\$50 fine or two months' imprisonment with or without hard labour) for persons who hire boats and refuse to pay for them. Clause 4 requires all junks within the waters of the Colony to be licensed. Formerly licensing was not compulsory and could only be effected under sub-sections (14), (15) and (16) of section 39 of the Principal Ordinance, which is repealed by the Bill. Formerly also section 39 of the Principal Ordinance dealt with junks and section 40 with boats, lighters, hulls, etc. The new section 39 contains all that it is desirable to retain of both sections. The terms "vessel," "ship" and "junk" are defined in section 2 of the Principal Ordinance. In the new Table T the fees for fishing licences remain as before, but the fees for trading licences are increased because the special permit is done away with except under exceptional circumstances. Licences in future are to be supplied in book form, and so form a permanent history of the vessels in respect of which they are issued. In the new Table U there is but little change. In accordance with the terms of the new section 39 of the Ordinance, Revenue Officers are given powers similar to those possessed already by Police and Harbour Department Officers and persons on board vessels stopped and searched are required to give information as to the ownership of the vessel.

DEFENCE CONTRIBUTION AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Defence Contribution Ordinance, 1911."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

THE DEFENCE CONTRIBUTION AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved that Council go into Committee on the Bill entitled, "An Ordinance to amend the Arms and Ammunition Ordinance, 1910."

The COLONIAL SECRETARY seconded, and the motion was agreed to.

THE ARMS AND AMMUNITION AMENDMENT ORDINANCE.

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The COLONIAL SECRETARY seconded, and the motion was agreed to.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.
Advertisements and Subscriptions, which are not ordered for a fixed period will be continued until countermanded.
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P. O. Box, 35. Telephone No. 12.
Telegraphic Address: Press Codes A.B.O.
5th Etch'ers.

NEW ADVERTISEMENT.

ARTISTES WANTED IN SINGAPORE.

WANTED, Really Good Reliable Variety Acts and Novelties of all Descriptions for the Alhambra Cinematograph Theatre, Singapore. None but the best need apply. Performers wishing to visit India for the Great Durbar Season can have fares to Singapore and two weeks' Guaranteed. No Sunday work. For immediate dates, Cable Costello, Alhambra, Singapore. When writing send Photos and describe performance. [1282]

FROM EUROPE.

THE "HANSA" Steamship

"FREIENFELS."

Captain Sandstedt, having arrived, Conaugues of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 20th October, 1911. [1283]

NORDDEUTSCHE LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORK," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 9.30 A.M.

All Claims must reach us before the 30th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1911. [1284]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out by Mark by Marks and delivery may be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 26th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 20th October, 1911. [1285]

WANTED.

FURNISHED ROOM with Board in Kowloon, for 1st November. State terms.
123,
Care of "Daily Press" Office.
Hongkong, 3rd October, 1911. [1286]

NOTICE.

THE TELEPHONE DIRECTORY for 1912 is now in course of preparation, and Subscribers requiring any alteration thereto, or intending New Subscribers are requested to communicate their wishes to the undersigned within the next 14 days.

THE CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.
Hongkong, 19th October, 1911. [1287]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.
WREATHS with Glass Shades from \$4 up.
BROWN, JONES & Co.,
41 Morrison Hill Road.
Telephone 423, 16th October, 1911. [1288]

PUBLIC COMPANY

SOENGEL RAMPAH RUBBER COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the FIRST ANNUAL GENERAL MEETING of this Company will be held at No. 83, DES VŒUX ROAD, Hongkong, on THURSDAY, the 2nd November, 1911, at 4.30 P.M., for the following purpose, viz.—

1. To receive and consider the Balance Sheet; and

2. The Report of Directors.

3. To fix the Directors' Fees and retiring Auditors' Fees, to elect Auditors for the ensuing year, and to elect a Director.

4. To transact any other business that may arise.

Notice is hereby given that the BOOKS of the Company will be CLOSED from the 19th October to the 2nd November, 1911, both days inclusive.

By Order of the Directors,

C. N. G. WALKER,
Secretary.

8a, Des Vœux Road, Hongkong.
Dated 16th October, 1911. [1289]

FOR SALE

FOR SALE

YACHT "CASTLE PEAK" sails, anchor, accessories. On View C. Y. C. anchorage. For particulars apply.

Mr. OTTO KONG SING,
Solicitor,
12, Queen's Road Central,
Hongkong, 16th October, 1911. [1290]

FOR SALE

A Moderate Price, 40 ACRES of LAND in the Colony, suitable for Chicken Farming or Raising Pigs or Cattle. Apply to—

W.
Care of "Daily Press" Office.
Hongkong, 12th August, 1911. [1292]

FOR SALE.

DERRINGTON, 7-Broomes House, Peal Road, beautiful situation. For Terms, apply to—

C. SCHÄFER,
Care of Messrs. GARRETT, BARNET & Co.,
King's Buildings, IIIrd,
Hongkong, 10th July, 1911. [1293]

NOTICE TO CONSIGNEES.

THE Steamship

"YORK," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 9.30 A.M.

All Claims must reach us before the 30th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1911. [1294]

FOUR BRANDS!

FOUR PRICES!

Fresh, Sweet, Firm and wd as ice.

THE DAIRY FARM CO., LTD. [1294]

JUST UNPACKED!

BEST AND MOST RELIABLE ARTICLE

"CAEICKOO,"

SOAP SHUNK

for Shirts, Pyjamas and Blouses;
ALSO Silk and Woolen Flannels.

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central,
Hongkong, 7th October, 1911. [1292]

STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)

SILK FANCY GOODS

of all kinds

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!

D. CHELLARAM,
56, Queen's Road.
Hongkong, 2nd October, 1911. [1295]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1271]

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THE CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.
Hongkong, 19th October, 1911. [1280]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.
WREATHS with Glass Shades from \$4 up.
BROWN, JONES & Co.,
41 Morrison Hill Road.
Telephone 423, 16th October, 1911. [1286]

INTIMATION

LANE, CRAWFORD & CO.,

(TELEPHONE 97.)

SPORTS SEASON 1911 - 1912 SPORTS FOOTBALLS, ASSOCIATION AND RUGBY.

THE GENUINE "McGREGOR" \$10.50 each.

as used in International Matches.

OTHER MAKES FROM \$6.00 each.

CRICKET BATS FROM \$6.00 each.

STUART SURRIDGES PATENT "RAPIO DRIVER" \$16.00 each.

DUKE'S AND BUSSEY'S CRICKET BALLS \$1.00 to \$5.50 each.

LEG GUARDS, BATTING GLOVES, \$5.00 \$6.00 per pair.

\$5.00 to \$8.00 per pair.

HOCKEY STICKS FROM \$3.50 each.

SPECIAL "CLUB MATCH" STICK \$3.75 each.

HOCKEY BALLS, SHIN GUARDS, \$1.00 to \$3.50.

KNEECAPS, ANKLE BANDAGES, ETC. \$3.00 per pair.

GOLF CLUBS, BALLS AND CADDY BAGS.

LANE, CRAWFORD & CO. [1298]

INTIMATIONS

MINISTERING CHILDREN'S LEAGUE UNDER THE PATRONAGE OF HIS EXCELLENCY THE GOVERNOR AND LUGARD.

A BAZAAR and FANCY FETE will be held (by kind permission of Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on TUESDAY, October 31st, from 2.30 to 7 P.M.

MANY NOVELTIES SUITABLE FOR CHRISTMAS PRESENTS.

3.45 P.M.—Children's Variety Entertainment.

5.30 P.M.—Auction.

6.15 P.M.—Variety Entertainment.

If wet the Bazaar will be held in the Volunteer Headquarters.

Proceeds to be divided amongst various local charities for children and the Hongkong Cot in the M.C.L. Home at Ottershaw, Surrey.

NO CHITS TAKEN.

Hongkong, 19th October, 1911. [1290]

GRACA & CO.

PEDDER St. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER, SEEDS, CIGARS, BOOKS, &c.

Just Received a Fine Selection of FLOWER and VEGETABLE SEEDS.

Also for Sale

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WHY SHOULD WOMEN KISS? A PROTEST AGAINST UNNECESSARY DEMONSTRATION.

[BY MRS. HUMPHREY ("MADGE").]

Will some energetic writer start a crusade against conventional kissing, especially during hot weather? Why should women kiss each other every time they meet? An enormous amount of superfluous kissing goes on among them. It is generally unnecessary, and often very disagreeable. I called on some friends the other morning; they numbered four, and I was the recipient of sixteen kisses on arriving and of eight on going away. I knew them to be mere conventions, and assessed them as such. If I could without discomfiture have avoided them I should gladly have done so. It was a very hot day.

Feeling certain that thousands of women, certainly the majority, if not all, share the objection to being kissed, I would suggest that a campaign should be organised against these labial assaults. Coming down in the morning with fresh cheeks and in good humour with all the world, one's face has to be the paradigm of many lips. This is not refreshing, and finger-glasses would be welcomed at the morning meal where over-much kissing is the custom.

Women would more easily be cured of the habit of the kiss conventional if they were aware that the custom arose in the pre-Darwinian days, when animals licked one another as a token of affection. Europeans and Americans appear to be almost the only nations who practise osculation. In Japan it is unknown. The Chinese keep it rigidly and exclusively for "lovers," and regard our kisses of friendship as odious, and suggestive of cannibalistic tendencies. The Chinese child is threatened with a white man's kiss in the same circumstances where the English nurse would suggest a bogey man. The Japanese prefer to express affection by "arts of exquisite courtesy and kindness."

THREE KINDS.

The ancient Romans had three words for the kiss: *osculum* for friendship, *basioun* for affection, both of these varieties bestowed upon the forehead or cheeks and *sauvium* for love, on the lips. This appears to be such a sane division of osculatory careers that it is regrettable that it should not have survived. But even then it would not entirely meet the case of the kiss conventional bestowed haphazard upon each other by all sorts and conditions of women. It is really an infliction on one's individual prerogative. Even the contact of ungloved hands is occasionally unpleasant; the kiss indiscriminate how much worse! There are many good reasons against kissing, noses and hats being among the number. It is amusing to see two women with large noses practising to kiss each other.

Kissing is a custom of the middle classes, upper and lower. Women of the higher class do not practise it in nearly the same degree. Why should we not give it up entirely, so far as its conventionality is concerned? It would then mean something. Why not reserve it for moments of affection, when the deeps are stirred; when we part for a time and feel the grief of it; when we meet again and know the joy of it? But as matters are now, it is an absolutely meaningless performance, and a troublesome convention of which most of us would gladly be quit. Let kisses be left for lovers; Mrs. Jones and Mrs. Smith can surely express all they feel in a hearty handshake, and would be saved the trouble of raising a more or less flimsy veil in order to receive the perfunctory labial salutes of their acquaintance. It is a primary law of good manners that we should respect each other's personal rights. No well-bred man or woman comes into unnecessary close contact with a fellow passenger in a train, and even in the most crowded streets it is only the rudest who disregard this bit of ordinary politeness. And yet the world of women goes on kissing each other, a form of assault which should be an indictable offence.

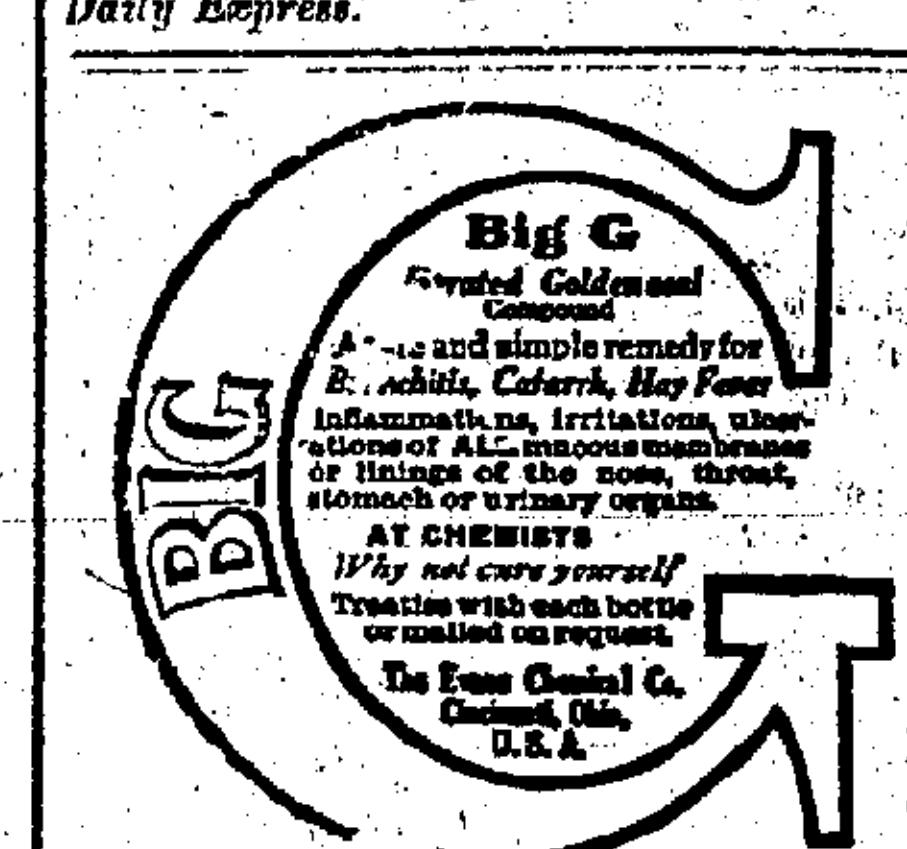
PAINT AND POWDER.

Its suppression would be welcomed by those who wear paint and powder. It is amusing to notice the evident alarm depicted on their countenances when they are threatened with a kiss. When a demonstrative girl dashes at one of these, unwitting of rouge or powder de rite, and confers a largesse of kisses upon the delicate preparation wherewith the pretty cheeks are coated, the afflicted proprietress, who has probably expended an hour or more upon the careful arrangement, feels all the more irritated because the dairies give it no expression. Her temper may be ruined for the day.

It is surprising that with all the kissing that goes on in our so-called civilised England, so little advance should have been made in the science of bestowing a kiss. Very few persons understand the art. Neatness is forgotten, and the first impulse of the kisser is to wipe away all traces of the offending salute as speedily as may be consistent with politeness. Others deliver a peck upon the cheeks, and, in some cases, by no means a small peck. There are vigorous women whose labial buffettings are quite enough to produce a toothache in a sensitive jaw. Their kisses jar the kisser's whole head. One never knows where the wild kisses of others may alight. With inward shrinking one offers a cheek, wondering what may be going to happen to it, and the result often justifies one's worst fears. The poor cheek is discomfited by the assault of lips that have had no training in the art of osculation.

WANTED, A LEADER.

Who will rid us of this senseless form of salutation? Who will start a Society for the Suppression of Superfluous Osculation? All members should pledge themselves to be parsons with labial salutes. The cost of membership should be very slight indeed, in order that all classes might join in this protest against a bad habit. In fact, the funds needed would be only sufficient to cover the expense of circulating literature on the subject. The day would be won if such a society could only make conventional kissing ridiculous. And after all, there is very little to be said in its defence. Adherents would rush in, appreciating the deliverance from unwelcome salutes that would certainly ensue. Perhaps a little badge might be worn which would be a defense, and also an advertisement of the scheme. A prize might be offered for the best design for such a badge.



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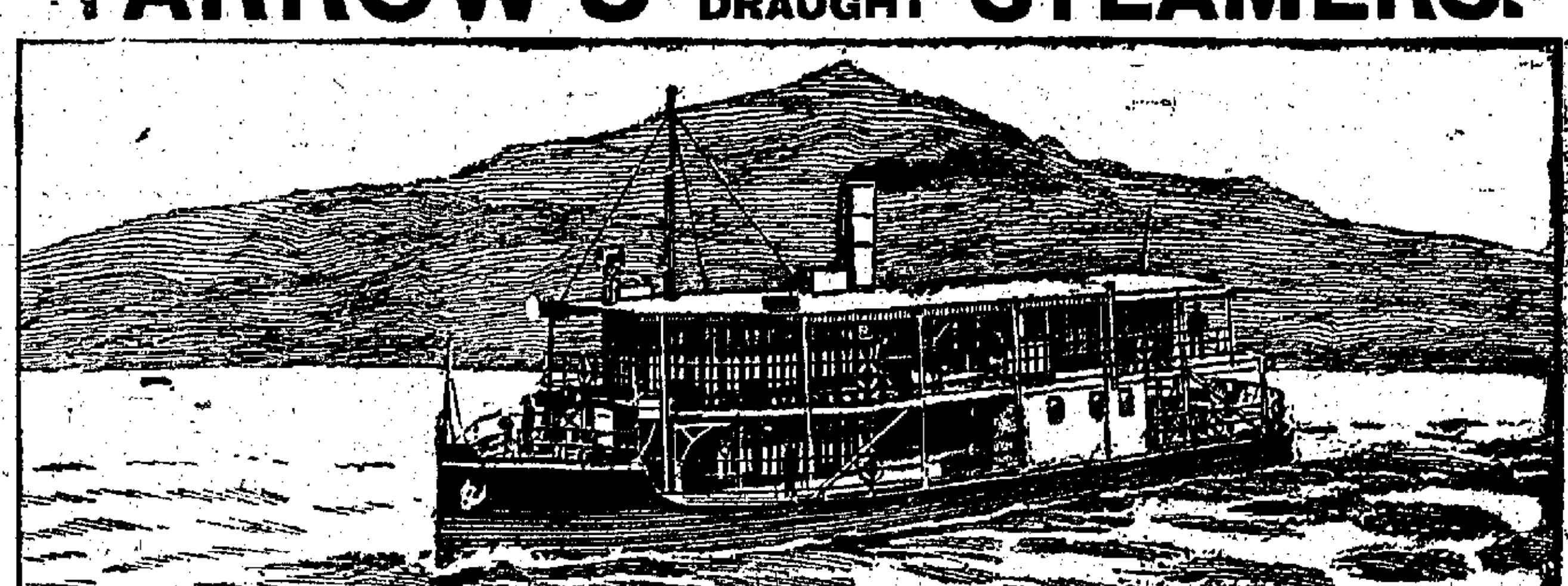
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RUBBER SHARES.

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Singapore, October 14, 1911.

(MESSRS. LYALL AND EVATT'S LIST.)
Nom. Value Buyers Sellers

2 Allagar	382 38
2 Options	1s 1s 1s 1s
El Anglo-Java	4s 4s
1 Anglo-Johore	6s 7s 17s
2s Anglo-Malay	16s 17s
El Anglo-Sumatra	57s 67s 66s
1 Ayer Kunung	176s 21s
1 Bentong	40s 46s
2s Batu Mala	1s 1s 2s
El Batu Caves	210s 232s 249s
1 Batu Tiga	71s 78s
1 Bentor Borneo	17s 6 20s 6
1 Brunei Keng	42s 43s
1 Bukit Liang	72s 6 80s
2s Bukit Merdeka	2s 29s
El Bukit Rajah	205s 230s 249s
2s Bukit Selangor 1s pd.	1s dis. 1s dis.
El Care United 5s pd.	6s 9s 9s
1 Castile	107s 6 118s 3
2s Chersonese	3s 3s
2s China options	1s 1s
2s Cibmpal	1s 1s
2s Cicely Ord	30s 34s 36s
2s Consolated Prof.	30s 35s
2s Consolidated Malay	15s 16s 17s 18s
El Damansara	97s 6 107s 6
1 Denshaw	22s 24s 3s
2s Edinburgh	8s 9s 3s
El Federated Selangor	180s 210s 249s
2s Jelang Besar	3s 9 4s 3s
El Geloonda	70s 80s 9s 10s
1 Golden Hope	77s 88s 9s 10s
1 Hooper	6s 9 7s 3s
1 Huddenden	172s 6 190s
2s Hewwood	45s 2 49s 24s
El H'land & Lowland	75s 79s 6 90s
1 Iuch Kenneth	140s 152s 153s
2s Jasen	1s 1s 1s 1s
El Johore R. Lands 10s pd.	6s 10s 10s 10s
1 Juru	11s 9 14s
2s Kampong Kwantang	9s 6 11s 3
2s Kuananing 1s pd.	210s 3s 4s 3s
2s Kapit f.p.d.	58s 6 68s 6
El Kapur Para	127s 6 142s 6
1 Kapitigalla	9s 10s 3
El Kereng	11s 12s 2s
2s Kota Tinggi	1s 10 2s 3s
El Kuala Lumpur	112s 6 123s 3
2s Labu (F.M.S.)	9s 10
El Lendrum	63s 6 70s 7 10s 6
1 Ledbury 1s pd.	56s 6 62s 6
1 Lenggai 1s pd.	22s 6 27s 6
2s Linggi Ord.	35s 9 37s 6
2s London Asiatic	9s 9 10s 9
2s Lunat 16s pd.	9s 10
1 Malacca 7s 2s	137s 6 148s 2
1 Melinau	141s 5 154s 6
2s Melinau	3s 6 3s 9
2s Options	1s 3 1s 10s
El Mount Austin	27s 6 31s 3 34s 3
1 N'Hommock 16s pd.	58s 6 65s 6
2s Padang Jawa	2 3 2 6
2s Pasang	37s 6 41s 3
2s Pelaih	3s 6 4s 4
2s Perak	6s 6 7s 4
El Permas	16s 6 19s 9
2s Port Dickson 10s pd.	21s 5 25s
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1 R. Est of Johore 15s pd.	3s 4 4s 4
2s R. Est of Krian	2s 7 3s
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1 Sagai	182s 6 20s 4
1 Sipong	23s 6 25s 6
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2s Sembilan	28s 4 30s
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1 Teluru	53s 3 58s 9
El Tremahay	92s 6 98s 9
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1 United Sun Botong	21s 6 23s
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2s Villambras	26s 6 28s 1x
2s Yano Song	7s 3 8s 6
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1 Ayer Kunung	0s 60 0 70
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1 Balowrie	7s 25 7 75
1 Belit Timah	8s 00 10 00
1 Bank K. B.	0 72 0 80
10 Chingkang Sardans	4 90 5 05
10 Chongkang	2 50 3 00
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21 Glenea	1 50 1 60
5 Hoytor	6 00 7 25
10 H. trietia	100s dis. 100s
10 Indragiri	6 25 7 00
1 Jiaoh	0 30 0 35
5 Kiromak	3 00s dis. 2 75 dis.
5 Kemps	1 85 2 05
5 Lemas	1 15 1 25
1 Matang Pinda	0 55 0 62
2 Salakoff	1 90 2 00
5 Mantin	0 50 0 55
5 Meru	1 00 1 25
2 New Sorendah	1 90 1 95
5 New Singapore	5 10 5 15
1 Nials	0 35 0 37
5 Paitan	9 50 9 75
1 Paitai	1 00 1 05
10 Pergol	27 00 27 75
10 Pulau Bulang	82 50 1s pd. 1 50 1 25 dis.
1 Pungkor	0 40 0 55
5 Ruelia	8 50 9 50 x 10
2 Sandycroft	16 50 17 00 x 10
2 Singapore & Johore	9 50 9 50
2 Sungai Bagan	0 70 0 75
10 St. Helena	15 00
1 Tambock	0 50 0 52
5 Tekuk Asunc	3 85 4 00
2 Trafalgar	0 65 0 75
1 Ule Pandan	0 50 0 52
1 United Malacca	0 55 0 60
1 United Singapore	1 05 1 10
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North-China	\$25	1s 16s, buyers
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Canton	\$50	\$200, sales
Hongkong Fire	\$50	\$362, sellers
China Fire	\$20	\$126, buyers
Shipping—		
Indo-China [pref.	\$25	1s 40, sellers
Shell Trans. [ord.	\$21	7s 6
& Trading [pref.	\$10	\$11.00, nom.
Shui Tug & [pref.	\$60	1s 17s, sellers
Lighth. [ord.	\$10	1s 45, buyers
Kochien Transporta-	\$50	1s 20, sellers
cation & Tow-Boat		
Docks & Wharves—		
Sh'hai Dock & Eng.	\$100	1s 60, buyers
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S. & H'kow Wharf.	\$100	1s 53, buyers
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Raub Australian	\$21	1s 14, sellers
Chinese Eng. & Min.	\$10	1s 14, sellers
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Hongkong Investment	\$100	1s 73
Humphreys' Estate	\$100	1s 44
Wellbelieve	\$100	1s 50, nom.
China	\$100	1s 50, buyers
Anglo-French	\$100	1s 50
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Ayce-Tawal-Kubur	\$100	1s 10, sales
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Chempak	\$100	1s 25
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Kalimpong Rubber	\$100	1s 4, sellers
K. Java Paton, Ltd.	\$100	1s 25, sellers
Sonawang R'ber	\$100	1s 25, sellers
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T. R. & T. Estate Co.	\$100	1s 11, sellers
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Evo.	\$100	1s 91, sales
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Leou Kung Mow	\$100	1s 61, sail & sea
Soy Chees.	\$100	1s 28, sales
Shanghai Cotton	\$100	1s 53, buyers
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A. Butler Cement	\$21	1s 23, buyers
Angle-Ger. Brewery	\$100	1s 22, sales
China Flour Mill	\$100	1s 21
China Im. & Ex.	\$100	1s 78, sales
Lumber	\$100	1s 142, sellers
C. Sugar Refining	\$100	1s 4, sales
Green Is. Compt.	\$100	1s 400
Massachusetts Oil Co.	\$100	1s 85, sales
Major Brothers	\$100	1s 26
Scharf's Oil & Bone	\$100	1s 1, —
Mills, Ltd.	\$100	1s 53, sellers
Shanghai Electric	\$100	1s 400
Construction	\$100	1s 21, sellers
Shanghai Electric &	\$100	1s 21, sellers
Asbestos	\$100	1s 20, sellers
Shanghai Gas	\$100	1s 11, sellers
Shanghai Ice	\$100	1s 10, sellers
Sh'hai Pulp & Paper	\$100	1s 33, buyers
Sh'hai Waterworks	\$100	1s 33, buyers
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THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKAICHI, YOKOHAMA and HONOLULU, on SATURDAY, 26th October, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of the U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S.P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 TonsFRIDAY, 17th Nov., at 1 P.M.

PERSIA.....9,000 TONSFRIDAY, 5th Jan., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th Nov., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SAHOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. 245.

HONGKONG TO SAN FRANCISCO via New York 245.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies' KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sail on or About
LUCERIEIC	11,000	J. Mathie	25th October.
STRATHLYON	8,000	J. R. Shaw	21st November.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. THE BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

KING'S BUILDING, Praya Central.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 28th October.

FROM COLOMBO: 10th November.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

CONFERENCE—WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE—WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG: Frequent Sailings.

From CALCUTTA: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... to be despatched End December.

S.S. "KATANGA" ... 5,000 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

Hongkong, 28th August, 1911.

[1075-173]

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern, Australasia & China Telegraph Company's office at Hongkong:

ADDRESS	FROM
Bischoff, Astor House	Pforzheim
Chuenhangchao, 54, Des Vaux Street	Cambodia
Doonan	Melbourne
Edwards, o/o Hongkong Hotel	Madras
Guanhuating	Bangkok
Hannon, Mrs. N. R. care	American Embassy
Hurd, Hongkong Hotel	Cedariah
Ineda, Tanuya Hotel	Manila
Khomlo, Duck Hingham	Penang
Kong, 25 Park Road	Shanghai
Koway 8 August	San Francisco
Kwongchangtai	Bangkok
Leemming, passenger steamer	Singapore
Scangzhou	Saigon
Leunon 71 Street Tsohaway	Hanoi
Macqueen, Astor	Manila
Moore care American Consul	Manila
Morgari Italian Consulate	Singapore
Schmidt, Hubert, Hongkong Hotel	London
Seawhiansing, passenger steamer	London
Scangzhou	Singapore
Sickoo	Singapore
Smith, Pompey	Manila
Stockwell	Sydney
Wortlein	Singapore

AMERICAN CUSTOMS AND CHINA TEA.

A San Francisco paper of the 17th ult. contains the following:

Pending the arrival of a decision from the Secretary of the Treasury declaring whether the colouring matter used in this season's crop of Chinese tea is injurious to the consumer and is a violation of the pure food laws and the recent ruling of the department to the effect that no artificial colouring matter would be allowed in tea entering United States ports, there is nearly a million pounds of tea in this country awaiting shipment throughout the country. The decision of the Secretary of the Treasury Franklin McVeagh is expected within a few days and may possibly reach here this morning.

Recently, Secretary McVeagh requested seven tea experts, among them being Edward Brandenstein of this city, to examine the various teas imported into this country for the purpose of establishing a standard. The commission decided that no tea containing artificial colouring matter should be received in this country, and a rule to this effect went into force last May. What are known as China teas are said to be always contained more or less colouring matter, while those of Japan are declared free from such salts.

A large shipment from China amounting to over 600,000 pounds, was held up late in August and samples were sent to Washington for analysis, following tests here, at which it was declared that traces of colouring matter were found. Since that time another large shipment has been received and the entire lot is awaiting Washington's decision. Meanwhile, the tea exporters of the country are said to be approaching a shortage of China tea and they are therefore anxious for the decision of Secretary McVeagh.

Dispel The Poison—Cure The Pains.

As Mr. Opitz did, with DR. WILLIAMS' PINK PILLS.

YOU CANNOT RUB RHEUMATICS OUT OF THE SYSTEM BECAUSE THE CAUSE IS POISONED BLOOD.

Dispose The Poison—Cure The Pains.

As Mr. Opitz did, with DR. WILLIAMS' PINK PILLS.

WEATHER REPORT.

On the 20th at 11.55 a.m.—The barometer has risen considerably over the N. part of the Sea of Japan, and fallen slightly over S. China, the Loochhoos and the Philippines.

The anti-cyclonic area, which is still central over the continent, covers China Sea and Japan and adjacent Seas.

Pressure is relatively low over the S. part of the China Sea and the Pacific to Eastward of the Southern Philippines.

Fresh to strong monsoon will continue to prevail over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood

Foremost Channel Same as No. 1.

South coast of China between Hongkong and Lantau Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

* N.E. winds, fresh; fine.

CHINA COAST METEOROLOGICAL REGISTER.

October 20th—At A.M.

Station Barometer Hour Temperature Humidity Wind Direction Force Weather

Station	Barometer	Hour	Temperature	Humidity	Wind Direction	Force	Weather
Viapstock	7 a. 30.29	40	49	NNE	3	b	
Nemuro	6 a. 30.16	—	55	NW	5	—	
Hakodate	—	30.26	—	N	—	—	
Tokio	—	30.22	—	NW	1	—	
Kochi	—	30.23	—	SW	1	—	
Nagasaki	—	30.23	—	ENE	1	—	
Kagoshima	—	30.21	—	NNE	1	—	
Osima	—	30.16	—	S	1	—	
Naha	—	30.15	—	NE	2	—	
Ishigaki	—	30.13	—	NNE	2	—	
Bonji Is	—	30.01	—	NE	1	—	
Chesoo	6 a.	—	—	—	—	—	
Weihaiwei	9 a. 30.32	64	64	NNW	3		

SHIPPING

ARRIVALS.

EURELIETNA, British str., 2,001 G. Bramston, 20th Oct.—Singapore 14th Oct., Bulk oil—Asiatic Petroleum & Co.
FREIENFELS, German str., 3,545, M. Sandtadt, 20th Oct.—Hamburg and Singapore 13th Oct., General—Hamburg-Amerika Linie.
HELEN, German str., 771, H. Bendixen, 19th October—Holloway 18th October, General—Johson & Co.
HONGKONG, French str., 739, A. Cornelissen, 19th October—Hampshire 16th and Pakhoi 17th Oct., General—A. R. Martyn.
KALIFONG, British str., 997, Sidford, 20th Oct.—Cebu, Iloilo and Manila 17th October, General—Butterfield & Swire.
NAMUR, British str., 4,179, F. E. Andrews, 20th October—London 9th Sept., General—P. & O. S. N. Co.
SZUCHUEN, British str., 1,142, E. C. Jones, 20th Oct.—Newchwang 13th Oct., General—Jardine, Matheson & Co.
TINGSAK, British str., 1,045, D. W. Bichie, 19th Oct.—Newchwang 13th Oct., Bear and General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
19th October.
Borneo, German str., for Kulat.
Ceylon, British str., for Shanghai.
Colombia Maru, Japanese str., for Singapore.
Dipictela, British str., for Tientsin.
Kutang, British str., for Singapore.
Lwongong, British str., for Shanghai.
Loengong, British str., for Manila.
Mauke, British str., for Shanghai.
Quaria, German str., for Samarang.
Szechuen, British str., for Canton.
Tinggang, British str., for Canton.

DEPARTURES

20th October.
CHIPSHING, British str., for Tientsin.
HAIAN, British str., for Swatow.
HONG WAN L., British str., for Amoy.
KUEICHOW, British str., for Canton.
LAERTS, British str., for Saigon.
MARIE, German str., for Saigon.
MATILDE, German str., for Hoilow.
PESSIA, British str., for Shanghai.
WELSH PRINCE, British str., for Singapore.
YORK, German str., for Shanghai.
ZAFIRO, American str., for Manila.

SHIPPING REPORT.

The British str. Nomura reports: Fine weather to Singapore; from there to Hongkong, strong N.E. monsoon and frequent rain squalls.

PASSENGERS.

ARRIVED.
Per Kaisong, from Cebu, &c., Messrs. Herd, Johnson, Bauer and Sharp.
Per Namur, for Hongkong, from London, Mrs. Ramsay and infant, Miss J. Taylor, Mr. and Mrs. J. Tanner, Mr. H. Brown Miss Sader, Mr. and Mrs. C. W. Brett, Mr. and Mrs. S. C. F. Cook, 2 children, infant and adult, Miss L. M. Jacobs and Miss F. Parkington; from Singapore, Mr. Alex. Ramsay, Mr. and Mrs. A. MacKenzie, Mr. C. E. Parker; from London, for Shanghai, Right Rev. Bishop and Mrs. Ifill and child, Mr. and Mrs. Corbett; Miss M. V. Miss H. V. Miss Atkinson, Miss Holt, Miss Inch and infant, Mrs. Forsyth, infant and nurse, Mrs. Richardson and child, Miss Wirths, Messrs. Brown, Ballantyne, Parker, Fraser, Parry, Bowman, Price, Yohanes, Hunting, Mrs. Berber, infant, 2 children and nurse, Mrs. MacArthur and 2 infants, Mrs. McDowell, infant and 3 children, Miss Power, Mr. Goodrich, Mr. and Mrs. Young and infant; for Kobe, Miss Lloyd and Miss L. Munro; for Yokohama, Miss Bond, Miss J. Holland, Mrs. Lukis and Mrs. L. G. Hurley.

DEPARTED.

Per Haitan, for Swatow, Messrs. Bouman, I. Jolyot, Barner and A. G. Griffin; for Amoy, Mr. W. C. Wickersham; for Foochow, Colonel Evans.
Per York, for Shanghai, Miss Best, Mr. O. Rechcke, Mr. H. S. Richards, Mr. E. Marow, Mr. F. Asada, Miss G. Spender Rozaret, Miss F. Osmond, Mr. Komatsu, Mr. J. Morgan, and Mr. Lorek; for Teingtan, Mr. H. Promm; for Kobe, Mr. K. Nishiyama, Mr. G. Mayshore and Mr. U. Sasaki; for Yokohama, Mr. Naronci.

Per Persia, for San Francisco and way ports, Mr. A. C. Grimes, Mrs. C. H. Lee, Mr. F. H. Mans, Comte G. de Bedon de Galombert, Rev. A. R. Shipton, Mr. and Mrs. Ensign G. H. Howdy, U.S.N., Mr. Moore, Mr. Paul Grimes, Mr. and Mrs. E. J. Forster, Mr. J. Lindy, Mrs. P. Morris, Mr. E. Schwartzen, Mrs. M. Wickram and Mr. M. Skolay.

Per Zafiro, for Manila, Mr. and Mrs. Whitmarsh, Dr. F. W. Wood, Mr. C. Ito, Mr. T. Ito, Mr. Jean Talambiran, Rev. P. G. Peeters, Rev. P. John Zegers, Rev. Cortesbeen, Rev. N. Butter, Rev. H. Herbrink, Rev. Jas. Jocosten, Rev. Adr. Peeters, Bro. H. Kamerbeck, Mr. V. Rivera, Mr. N. del Rosario, Mrs. A. Senteno, Mrs. F. Fernandez, Mr. S. Misaki, Mr. Domingo Chua Chiaoco, Mr. B. V. South, Mr. Hans Kempton, Mr. O. Beach, Mr. Jose Azcua, Mrs. A. W. Murulus and son; for Iloilo, Mr. G. Morton Smith.

LATEST STEAMER MOVEMENTS.

The Dodwell New York Liner, "Saint Paul," left Keeling on the 20th inst., at noon, and is therefore due here to-morrow afternoon. The C.P.R. Co.'s str. "Monteagle" arrived at Moji at noon on the 19th inst., and left again at 10 p.m. same day for Yokohama, where she is due to arrive at 2 p.m. on the 21st inst.

The "Ben" Liner str. "Berney" from Middlebro' and London left Singapore on the 20th inst. for this port.

The M.M. str. "Dumbra," with the French mail of the 24th ult., and mails from London of the 23rd ult., left Saigon on the 2. th inst., at 4 a.m. and is expected to arrive here on the 23rd inst., at 7 a.m.

The H.A. Liner str. "Bolyeria" left Sharjah on the 20th inst. a.m. and may be expected here on or about the 23rd inst. a.m.

STEAMERS PASSED THE CANAL.

Oct. 3rd—Carmarthenshire, E. F. Ferdinand, Hitachi Maru, Mackon, Paterno, Indrauelli, 7th—Achilles, Indrauelli, Palawan, Slavonia, Socora, 10th—Ajaz, Ambra, Berladi, Indrasamha, Lothian, Ningchow, Peking, Sikkim, Indrauelli, 13th—Buelow, Miyasaki Maru, Princess Alice, Stentor, Tango Maru, Tonkane, 17th—Myroune, Myruron, Nippon, Ping Sien, Sardinia, Delayed through mutation, Kalutna, Meiron, Sardinia, Asia.

ARRIVALS AT HOME.

Oct. 17th—Ayianaz, Bentwaters, Brigadier Glenagan, Glenroy, Siberia, Jeseric.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & B&I	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 28th inst., at Noon
LONDON & ANTWERP	SUMATRA	Brit. str.	—	W. R. Le Mare	P. & O. S. N. Co.	About 1st Nov.
FLINTSHIRE	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATTHESON & CO., LTD.	About 11th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BERGRAVIA	Ger. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 24th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	k. w.	v. Wagner	HAMBURG-AMERIKA LINIE	On 11th Nov.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARCADIA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINIE	On 16th Nov.
HAVRE, BREMEN & HAMBURG, &c.	SENEGAMIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BATERN	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 8th Nov.
FEERIENFELS	MISHIMA MARU	Jap. str.	—	Sundestedt	HAMBURG-AMERIKA LINIE	On 21st Nov.
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TACOMA MARU	Jap. str.	—	M. Hagiino	NIPPON YUSEN KAISHA	On 8th Nov., at D'light
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AVA MARU	Jap. str.	—	Iriwaza	OSAKA SHOSEN KAISHA	On 1st Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	SHINTO MARU	Jap. str.	—	E. Malchow	OSAKA SHOSEN KAISHA	On 7th Nov., at Noon
P. E. FELEDRICH	PRINZ ALBERT	Brit. str.	—	Raiisch	MELCHERS & CO.	On 14th Nov., at 11 A.M.
BOSTON & NEW YORK	SAIN PATRICK	Aus. str.	—	—	SANDER, WIELER & CO.	On 1st Nov., at Noon
LUERICIO	EMPEROR OF INDIA	Brit. str.	1 m.	J. Matthe	DODWEIL & CO., LTD.	On 24th inst., at 2 P.M.
MONTEAGLE	MONTEAGLE	Brit. str.	2 m.	S. Robinson	THE BANK LINE, LIMITED	About 23rd inst.
KOREA	TOKEI MARU	Aus. str.	—	W. Davison	CANADIAN PACIFIC R. CO.	On 25th inst.
SHINTO MARU	SHINTO MARU	Jap. str.	—	H. S. Smith	PACIFIC MAIL S. CO.	On 4th Nov., at 7 A.M.
CHINA	CHINA	Brit. str.	—	—	TOYO KISEN KAISHA	On 28th inst., at 1 P.M.
KUMANO MARU	KUMANO MARU	Jap. str.	—	—	PACIFIC MAIL S. CO.	On 3rd Nov., at Noon
PRINZ WALDEMAR	PRINZ WALDEMAR	Ger. str.	—	M. Wimckler	NIPPON YUSEN KAISHA	On 17th Nov., at 1 P.M.
ST. ALBANS	ST. ALBANS	Brit. str.	—	H. Bremer	MELCHERS & CO.	On 27th inst., at Noon
HITACHI MARU	HITACHI MARU	Jap. str.	—	T. Yamawaki	GIBB, LIVINGSTON & CO.	On 4th Nov., at 10 A.M.
COBLENZ	COBLENZ	Ger. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	On 26th inst., at Noon
KAWATA MARU	KAWATA MARU	Jap. str.	—	T. Selde	MELCHERS & CO.	About 14th Nov.
TIKINI	TIKINI	Brit. str.	—	H. Koops	NIPPON YUSEN KAISHA	On 25th inst., at Noon
HONGKONG MARU	HONGKONG MARU	Jap. str.	—	Forsyth	JAVA-CHINA-JAPAN LINIE	Quick despatch
KUEICHOW	KUEICHOW	Brit. str.	—	Mitchie	TOYO KISEN KAISHA	On 13th Dec., at Noon
WEIHAIWEI, CHEFOO & NEWCHWANG	TINGSANG	Brit. str.	—	A. H. Hards	JADBINE, MATTHESON & CO., LTD.	To-morrow, at Daylight
CHEFOO & NEWCHWANG	KWEILIN	Brit. str.	—	A. E. Baker	BUTTERFIELD & SWIRE	On 25th inst., at Noon
SHANGHAI, MOJI, KOBE & YOKOHAMA	CEYLON	Brit. str.	—	C. G. Williams	P. & O. S. N. CO.	To-day, at 4 P.M.
SHANGHAI	LUNAN	Brit. str.	—	W. F. Richard	BUTTERFIELD & SWIRE	To-day, at Noon
KWONGSANG	HAKATA MARU	Jap. str.	—	H. Nomura	JADBINE, MATTHESON & CO., LTD.	On 25th inst., at M'night
SHANGHAI, MOJI & KORE	LOKSANG	Brit. str.	—	S. Barcham	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI	CHINHUA	Brit. str.	—	J. B. Harris	MELCHERS & CO.	On 26th inst., at Noon
SHANGHAI	ARCADIA	Brit. str.	—	W. Lloyd Jones	OLOF WIJK & CO., LTD.	About 2nd Nov.
SHANGHAI	ANHUL	Brit. str.	—	P. Grosch	OLOF WIJK & CO., LTD.	About 10th Nov.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA	PRINZESS ALICE	Brit. str.	—	—	—	7th Dec.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Swed. str.	—	Rooy	—	Quick despatch
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOCHEW	Swed. str.	—	—	—	To-morrow, at 10 A.M.
SWATOW, AMOY & FOOCHEW	DAIGI MARU	Jap. str.	—	—	—	On 25th inst., at 10 A.M.
SWATOW, AMOY & FOOCHEW	CHOSHUN MARU	Jap. str.	—	G. Bright	—	To-morrow, at 10 A.M.
MANILA, ILIOLO & CEBU	TAMTSU	Brit. str.	1 m.	W. C. Passmore	—	On 24th inst., at 1 P.M.
MANILA, CEBU & ILIOLO	HAITIANG	Brit. str.	2 h.	J. W. Evans	—	On 25th inst., at D'light
MANILA, CEBU & ILIOLO	HAITIAN	Brit. str.	2 h.	J. S. Roach	—	On 26th inst., at 4 P.M.
MANILA, ILIOLO & CEBU	LOONGANG	Brit. str.	—	Teek	—	On 27th inst., at 11 A.M.
MANILA, CEBU & ILIOLO	KAITONG	Brit. str.	—	S. Ifford	—	On 31st inst., at 11 A.M.
MANILA, ILIOLO & CEBU	YUENSANG	Brit. str.	—	P. H. Holfe	—	To-day, at 2 P.M.
MANILA, ILIOLO & CEBU	RUBI	Am. str.	—	S. Crosby	JADBINE, MATTHESON & CO., LTD.	On 24th inst., at 4 P.M.
MANILA, ILIOLO & CEBU	TAMING	Am. str.	—	Pennelathorpe	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
TEAN	ZAFIRO	Am. str.	—	M. C. Smith	SHEWAN, TOMES & CO.	On 7th Nov., at 4 P.M.
TIUBROS	TIUBROS	Am. str.	—	M. v. Wijk Jurians	—	On 10th Nov., at 4 P.M.
COLOMBO	COLOMBO MARU	Jap. str.	—	J. Toranaka	JAYA-CHINA-JAPAN LINIE	Quick despatch
BOMBAY	KUTANG	Brit. str.	—	Bradby	—	To-day
KUDAT & SANDAKAN	BORNEO	Brit. str.	—	F. Sembill	JADBINE, MATTHESON & CO., LTD.	On 24th inst., at 2 P.M.
KWANG CHOW WANG & HAIPHONG	KUANG CHOW SI-KIANG	Brit. str.				

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, CEYLON and YOKOHAMA.	Capt. A. E. A. Baker, ...	Noon. 21st Oct.	Freight only
SHANGHAI	ARCADIA Capt. S. Barham, ...	About 25th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS (DEVANHA OF CALL)	Capt. W. E. Hickey, ...	Noon. 28th Oct.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. W. R. Le Mare, ...	About 1st Nov.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.
[1]

Hongkong, 21st October, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG	"KWEILIN"	On 21st Oct., 4 P.M.
SHANGHAI	"LINAN"	On 21st Oct., M'night.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 22nd Oct., D'light.
SWATOW, AMOY and SHANGHAI	"TAMSUI"	On 22nd Oct., D'light.
MANILA, ILOILO and CEBU	"KAIFONG"	On 24th Oct., 4 P.M.
SHANGHAI	"CHINHUA"	On 26th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 28th Oct., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 31st Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 2nd Nov., 4 P.M.
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.
DIRECT SAILINGS TO WEST RIVER, TWO WEEKLY.	S.S. "LINTAN" and S.S. "SANCI."	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUL," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

*NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

TELEPHONE 36

REDUCED FARES:-SINGLE \$45.....RETURN \$75.

* Freight or Passage apply to BUTTERFIELD & SWIRE,

Hongkong, 21st October, 1911.

AGENTS. [10]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFAHTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
FOR SINGHAI, KOBE & YOKOHAMA:	S.S. BELGEAVIA	24th Oct.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SENEGAMBIA	28th Oct.
FOR HAVRE & HAMBURG:	S.S. BAYERN	8th Nov.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SACHSEN	11th Nov.
FOR HAVRE & HAMBURG:	S.S. ARCADIA	16th Nov.
FOR HAVRE & HAMBURG:	S.S. FREIENFELS	21st Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office. [12]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 21st Oct., 2 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 22nd Oct., D'light.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 24th Oct., 2 P.M.
SANDAKAN	"MAUSANG"	Wednesday, 25th Oct., Noon.
WEIHAIWEI, CHEFOO and NEWCHWANG	"TINGSANG"	Wednesday, 25th Oct., Noon.
SHANGHAI	"LOKSANG"	Thursday, 26th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 28th Oct., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Honkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yantzea Ports, Tsingtao, Weihaiwei, Chefoo, Ningbo and Newchwang.

* Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., LTD.,

Hongkong, 21st October, 1911.

GENERAL MANAGERS. [15]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN

LEAVING

"HAICHING"	Capt. W. C. Passmore, ...	TUESDAY, 24th Oct., at Noon.
"HAIYANG"	Capt. J. W. Evans, ...	FRIDAY, 27th Oct., at 11 A.M.
"HAITAN"	Capt. J. S. Houch, ...	TUESDAY, 31st Oct., at 11 A.M.

Steamers will arrive and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 21st October, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPON MARU	13,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENOY MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.

* Triple Screws, turbine engines.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.
[1]

Hongkong, 21st October, 1911.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLE S AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leaves	Connecting Steamers	Due
COLOMBO	HONGKONG	from COLOMBO to MARBILLIES & LONDON	MARBILLIES (Brindisi) PLYMOUTH (London)
Steamer	1 P.M. SATURDAY	Steamer	SATURDAY
ASSAYE	February 3	MANTUA	March 2
HIMALAYA	February 17	MACEDONIA	March 16
DELHI	March 2	MOREA	March 30
INDIA	March 16	Through Steamer	April 13
DEVANHA	March 30	MOLDAVIA	May 1
DELTA	April 13	MALOJA	May 25
ASSAYE	April 27	MONGOLIA	May 25
DELHI	May 11	MALWA	June 8

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1ST SALOON £71.10 SINGLE, £60.14 RETURN.

2ND £48.8 £72.12

